The power supply units **23**, **24** include electricity storage devices, such as batteries, and controllers, such as inverters or converters (none is shown). Alternatively, the power supply units **23**, **24** may share a single electricity storage device. An electronic control unit (ECU) **25** that controls the driving unit **5** and the steering device **4** through the power supply units **23**, **24** is provided.

[0038] The ECU **25** is configured with a microcomputer as a main component, and is configured to perform computations by using data input into the ECU **25** or data stored therein in advance and output the result of computations as a control command signal. For example, the ECU **25** controls driving torque of the motor **7** in the driving unit **5** based on an acceleration request, and controls regenerative torque of the motor **7** or braking force of the braking mechanism **10** in the driving unit **5** based on a braking request. With respect to the steering device **4**, the ECU **25** controls steering of the wheels **3** according to a steering angle of a steering wheel **26**, controls directional indication based on a signal output as a lever **27** provided on a steering column is manipulated, and controls steering of each wheel **3** to a direction and an angle different from the steering angle during a normal travel based on an output signal of a selection switch **28** intended for special travels.

[0039] The selection switch **28** may be a switch configured such that one of a lateral travel, an oblique travel with the angle thereof, and an on-the-spot rotation is selected by a single knob or lever, or may be switches provided for the respective forms of travel or behavior. In either case, the selection switch **28** is preferably a switch that outputs a signal by being manipulated by a driver. FIG. **1** shows an example of a configuration in which the form of travel or behavior is selected by a rotary selection switch **28**. When the selection switch **28** is rotated 90 degrees leftward from a neutral position, a signal for a leftward lateral travel is output, and when the selection switch **28** is rotated 90 degrees rightward, a signal for a rightward lateral travel is output. When the selection switch **28** is rotated within the range of these angles, a signal that causes the vehicle **1** to travel obliquely in the direction of the angle selected by rotating the selection switch **28** is output. The selection switch **28** can also be pushed, and when the selection switch **28** is pushed, a signal for an on-the-spot rotation is output. In the case of a self-driving vehicle, the selection switch **28** may be a switch (a switch in a control program) that outputs a signal based on a result of determination by a self-driving system.

[0040] Here, examples of signals input from sensors (not shown) into the ECU **25** include: a steering angle of the steering wheel **26**; a direction indicating signal output as the lever **27** is manipulated; a special steering signal from the selection switch **28**; an accelerator operation amount showing a driving request; and a brake signal showing a braking request. Sensors that output these input signals to the ECU **25** can be regarded as the detection unit in the embodiment of the present disclosure.

[0041] In this embodiment of the present disclosure, steering the steering wheel **26** can steer, for example, the front wheels **3** according to the steering angle of the steering wheel **26** and thereby cause the vehicle **1** to turn. Steering of the front wheels **3** is controlled as the ECU **25** controls the steering angles to which the front wheels **3** are steered by the steering devices **4**. In addition, steering the wheels **3** individually and to larger steering angles can cause the vehicle **1** to perform a special travel or exhibit a special behavior compared with those of common vehicles. The vehicle **1** includes a direction indication system that indicates toward those around the vehicle **1** (toward the outside of the vehicle body **2**) that the vehicle **1** is going to perform such a so-called special travel. The direction indication system in this embodiment of the present disclosure is configured with the above-described detection unit and an indication unit to be described below as main components.

[0042] The indication unit is formed by a functional member that optically or acoustically displays or expresses a special travel of the vehicle **1** toward those around the vehicle **1**. Examples of the indication unit include blinkers **29** that flash and brake lights **30** that are provided at a rear part of the vehicle body **2**. Backup lights that go on when the vehicle **1** moves backward can also be included in the indication unit.

[0043] The blinker **29** may be a blinker having a configuration in which a single light emitter flashes repeatedly, but is preferably a sequential blinker having a configuration in which a plurality of light emitters (LEDs) that is flashing parts is arranged in a line, such as a straight line or a curved line, and the order of flashing of these LEDs can be appropriately changed. The blinkers **29** are provided on right and left sides of a front surface of the vehicle body **2** and on right and left sides of a rear surface of the vehicle body **2**. Flashing of the blinkers **29** is controlled by the ECU **25**. FIG. **4** schematically shows an example of a configuration, as seen from the front side of the vehicle **1**, in which a right blinker **29**R and a left blinker **29**L provided on a front surface side of the vehicle body **2** each have four LEDs arranged in a row in the vehicle width direction. The LEDs in the left and right blinkers **29**L, **29**R are arranged in the order of L**1**, L**2**, L**3**, L**4** and R**1**, R**2**, R**3**, R**4** from a central side toward an outer side in the vehicle width direction. In the case of a normal travel in which the steering wheel **26** is steered to turn the vehicle **1**, when a command for a right turn is given by the lever **27**, the LEDs of the right blinker **29**R flash repeatedly by going on and off in the order of R**1**, R**2**, R**3**, R**4** from the inner side toward the outer side in the vehicle width direction. When a command for a left turn is given by the lever **27**, the LEDs of the left blinker **29**L flash repeatedly by going on and off in the order of L**1**, L**2**, L**3**, L**4** from the inner side toward the outer side in the vehicle width direction. The blinkers **29** provided at the rear part of the vehicle body **2** flash in the same manner. (A first aspect of flashing of the blinkers (**29**).)

[0044] Described below are examples of special travels, and control of indicating these special travels to those around the vehicle by using the blinkers **29** as the indication unit, in this embodiment of the present disclosure. When a rightward or leftward lateral travel is selected by the selection switch **28** as opposed to a so-called normal travel, a right front wheel **3**FR and a left rear wheel **3**RL are rotated 90 degrees leftward (in the counterclockwise direction), while a left front wheel **3**FL and a right rear wheel **3**RR are rotated 90 degrees rightward (in the clockwise direction). Here, the rotation direction is a rotation direction as seen in a top-down view of the vehicle body **2**. This state is schematically shown in FIG. **5**. When all the wheels **3**FL, **3**FR, **3**RL, **3**RR are driven in the same direction in this state, the vehicle **1** travels laterally rightward or leftward. The steering angle in this case can be regarded as the first steering angle in this embodiment of the present disclosure.